



US Army Corps  
of Engineers  
Pittsburgh District

# Notice to Navigation Interests

In reply refer to  
Notice No. below

US Army Corps of Engineers, Pittsburgh District  
1000 Liberty Avenue, Pittsburgh, PA 15222-4186  
(412) 395-7183

Notice No. 02-33

Date: June 26, 2002

Montgomery L/D, Ohio River, Mile 31.7  
Closure of the 110' x 600' Land Lock Chamber  
and the 56' x 360 River Lock Chamber

1. **Reference:** Navigation Notice #02-11 Closure of the 110' x 600' Land Lock Chamber and Navigation Notice #02-12, 4-Day Closure of the 56' x 360' River Lock Chamber, both dated March 18, 2002.

2. To All Whom It May Concern:

a. Notice is given that the U.S. Army Corps of Engineers' Repair Fleet has completed work on the first phase of the repairs for the large 110'x 600' lock chamber sooner than expected. The 110'x 600' land lock chamber will reopen at 11:00 P.M. on Friday, June 28, 2002.

b. The Corps of Engineers' Repair Fleet will move over into the 56' x 360' river lock chamber to start replacement of the upstream lock gates. The 56'x 360' river lock chamber will be closed from 11:00 P.M. Friday, June 28, 2002 thru 4:00 P.M. on Wednesday, July 3, 2002. (Note: This will replace the 4-Day Closure of the 56' x 360' River Lock Chamber for July 9, thru July 12, 2002 as scheduled on Navigation Notice #02-12.)

3. The second phase of work for the 110' x 600' land lock chamber remains the same as previously scheduled. The 110' x 600' land lock chamber will be closed to river traffic from 1:00 A.M. on July 15, 2002 thru 11:00 P.M. on July 31, 2002. All traffic will pass through the 56' x 360' river lock chamber during this period. Major delays to navigation are expected.

4. The Corps will institute the following lockage procedure that has been developed in cooperation with the Waterways Association of Pittsburgh during the closure of the 110' X 600' land lock chamber. Boat locking order will be determined by arrival time at Montgomery L/D. All pilots should radio Montgomery L/D at the normal arrival points to establish their position on the waiting list. Pilots must also report all red

flag barges in their tow during this initial radio call. No adding or swapping of barges will be allowed once the tow's lock turn has been established. All tows must be ready to lock when put on the waiting list. The lockages will be accomplished in a standard series of three (3) tows in one direction. Without a program of "self-help" by navigation interests, the Corps can only handle up to a triple lockage with its on-site tow haulage equipment. If no helper boats are available, tow sizes will be limited to no more than a triple lockage. Under normal river conditions, if the "self-help" program is in effect and a helper boat is available, the Lockmaster will allow a towboat to lock through with a maximum of five (5) lockages. Pilots should request the number of needed lockages when calling for position of the tow.

5. To help eliminate some of the waiting time for towboats, an arriving tow can designate to be broken up into a maximum of three (3) separate tows of five (5) lockages each. The pilot of the large tow will have to notify Montgomery L/D of the intent to breakup into smaller tows and must provide the Lockmaster the names of the other towboat(s) designated to handle the other tows not later than six (6) hours before their lockage turn. If the designated towboat(s) are not available when called by Montgomery L/D, they will lose their turn and go to the end of the waiting line.

6. During the closure of the 110' x 600' lock chamber, it will be necessary for tows under normal river conditions to follow one another on the river guard wall when a series of lockages are being made in one direction. Each tow in the series should be aware of the tow that they follow and be on the river guard wall as soon as that tow enters the lock chamber. While this practice will speed up the lockage process, it is imperative that tows exercise extreme caution when encountering outdraft or backlash conditions.

7. In an effort to reduce delay time at the locks, a program of "self-help" by navigation interests is necessary. A "self-help" program will allow waiting towboats to assist tows out of the lock chamber. The Lockmaster will designate the helper boats as tows arrive for position. The second and third towboats in the first series of lockages in the opposite direction will be the designated helper boats unless conditions, equipment or cargo prevent the use of that towboat as a helper. Any tow with a tank barge must be accompanied at all times by a towboat. To

keep abreast of conditions, it is mandatory that all waiting towboats monitor their marine radio 24 hours a day.

8. Other specific procedures to facilitate locking through the small chamber are listed below and have been developed in cooperation with the towing industry. The Corps is asking for everybody's cooperation and help in making the locking operations go as smoothly as possible during the closure of the large chamber.

a. All excess rigging will be removed prior to entering the lock chamber. Remaining rigging should be ready to be knocked loose after line cut is secured in the lock chamber.

b. Two locking lines, with bow and stern lines 1 opposite directions, must be available on each cut to the vessel from "running" in the lock. Each line must be at least 75 feet long and 1-1/2" in diameter. To minimize time, all lines will stay with each cut. Lines will be permitted to be carried from one cut to another.

c. Three deckhands are required during multiple cut tows. One deckhand is required to stay with the first cut.

d. All multiple cut tows will be made up in designated staging areas, clear of the lock gates, so as not to interfere with lockage operations.

e. The Montgomery lock filling system may cause surging of the water while filling the small chamber. Deckhands need to be extra vigilant in tending lines to avoid an accident that could completely close the locks.

9. Towboats are cautioned to use minimal power when over the lower sill to avoid forcing debris onto the lock gates. This debris could prevent the miter gates from closing and require stoppage of navigation until the material is removed by dredging or diving operations.

10. If critical industrial shipments are essential to continued operation, the affected companies should in advance contact the Waterways Association of Pittsburgh. The Corps will review all requests for priority before submitting them to the Corps for our consideration. If it becomes necessary

prioritize lockages through the small chamber, the Corps will make the final decision concerning lockage procedure as conditions and situations change. In accordance with standard Corps policy, the Lockmaster may also vary the locking procedure in an effort to equalize waiting times.


11. Information concerning lockages will be broadcast on Marine Channel 13 (156.65 MHz). Any towboat not answering a call from the locks will be dropped to the end of the waiting list.

12. All towboats are to stay with their tows while waiting for lockages unless designated to assist other tows through the small lock.

13. Recreation boaters are discouraged from locking through Montgomery L/D, Ohio River during the land lock chamber closures. You may encounter extremely long delays since priority will be given to scheduled commercial passenger vessels and commercial tows.

14. Navigators are requested to use caution when entering the river lock chamber during this closure of the land lock to prevent a complete shutdown of navigation.

DISTRICT ENGINEER:

  
 For James J. Edinger, P.E.  
 Chief, Operations and  
 Readiness Division